

## THE AUTOBOMBLISTS

## PROPOSAL TO DISCARD GLIDDEN TROPHY CRITICISED.

Benjamin Briscoe, President of Manufacturers' Contest Association, Thinks Annual Endurance Event for Touring Prize Ought to Be Continued—Gossip.

The proposal to abandon the annual Glidden tour and return the trophy to Charles J. Glidden, the globe girdling Boston automobilist who donated it several years ago, does not appear to have met with unanimous approval among the manufacturers of this country. At various times during the last two or three years there have been reports circulated that "the Glidden tour this year will be the last" or "the Glidden trophy will be returned to its donor." But until this morning, no such reports lacked sponsors with authority. Benjamin Briscoe, president of the Manufacturers' Contest Association and head of the Maxwell-Briscoe Motor Company, issued the following statement on the subject yesterday:

"The award of the recommendation made by an official of the American Automobile Association relative to discarding the famous Glidden trophy and returning it to its donor, Charles J. Glidden, I take this opportunity to protest any such action by the board of the A. A. A. I protest only for the Maxwell concern, but for many other concerns holding membership in the Manufacturers' Contest Association and who have competed for this trophy since its presentation to the A. A. A. I do not intend to let this classic touring trophy of the country at this time, after it has accomplished so much good for the industry, to be in my opinion, an extraordinary action and which would be regretted not only by motor car makers but by the public as well. Surely no automobile trophy ever competed for in this country has done so much toward the progression of the motor car industry, not excepting even the Vanderbilt."

"Donated in the early days when the automobile was looked upon as the rich man's toy it created enthusiasm throughout the territory through which the Glidden tour was run. It showed the public in general that the motor car was not a dangerous and all that was claimed for it. It demonstrated that the 'horseless carriage' had become a practical means of transportation. It has done more than anything else to sound the death knell of the horse and buggy. It has given the public a superior opportunity to learn the strong and weak parts of their under general touring conditions. This in brief is what the Glidden trophy has done for the industry."

"It is this same famous classic trophy that certain interests would now bury in the past. The Glidden tour is well known by the public at large, from Boston on the East to the Golden Gate on the West, and the fact that it is being discarded is a matter of public interest. It is the public interest as to what the various cars can do in endurance, mountain climbing, through sand, over rocky, mountain roads, through Sand Canyon and around the dangerous Hairpin Turns."

"None of these could have been learned so rapidly but for Mr. Glidden's generous gift. It is not the industry that is being discarded, but the trophy which has been named after him. As a pioneer he certainly entitled to any credit which may be his. But the industry is not being discarded, it is being given to him for his foresight and his intention of its benefits to be derived from the annual contest. The Glidden trophy has developed into a motor car when he first donated the trophy."

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"The principal interest for automobilists during the last two weeks has been the big shows at Grand Central Palace and Madison Square Garden. The latter has been visited by the salesmen of the automobile industry. The representatives have conducted very successful private shows of their own for the last two weeks. The Studebaker firm has had the largest show of its kind in the city, and the White company has used its local branch as a display room for the gasoline engine. The latter has been visited by the salesmen of the automobile industry. The representatives have conducted very successful private shows of their own for the last two weeks. The Studebaker firm has had the largest show of its kind in the city, and the White company has used its local branch as a display room for the gasoline engine."

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Rickard, it is conceded, will not be allowed to pull off the fight in Utah, while Nevada is not seriously considered because of its proximity to California. But when Tex got a Frisco tip yesterday at this moment he gave vent to his feelings in this manner:

"I will hold the fight on the desert twenty miles from nowhere before I take it to San Francisco with a local man as manager. I alone will be manager of the fight and I plan to hold it in Salt Lake. A boxing contest is not against the Utah laws. I intend to meet a number of business men here shortly and will find out from them whether there will be any interference. The Mayor of Ogden, for that matter, will not oppose the big match if it is called a 'sporting contest.' I mean to have it all and Frisco has no sure thing."

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